

Providence and Worcester Railroad
Freight House
Canal St.
Providence
Providence County
Rhode Island

HAER No. RI-3

HAER
RI,
4-PROV,
176A-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
Washington, D.C. 20240

ADDITIONAL
FOLIOS...

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HISTORIC AMERICAN ENGINEERING RECORD

RI-3

Providence and Worcester Railroad Depot: South Freight House

Date: 1847-1848

Location: Canal St., Providence, Providence County, Rhode Island.

Designed by: Thomas A. Telford.

Owner: Originally; Providence and Worcester Railroad.
At time of demolition; Penn Central Railroad et al.

Significance: The freight house was part of one of the first major railroad stations in America. It was also one of the first structures built in the Romanesque style and one of the only surviving structures of its architect Thomas A. Telford.

Historian: Daniel E. Clement, 1983. Condensed from National Register of Historic Places nomination form prepared by Clifford B. Renschaw, III (surveyor-researcher) and Richard B. Harrington (Consultant).

Prior to 1973 the South Freight House was one of the last surviving structures of the Providence and Worcester Railroad Depot complex, built in 1847-1848 from the designs of Thomas A. Telford. The romanesque style building was a long brick rectangle set on a course granite foundation, composed of a five bay central pavillion flanked by two ten bay ranges (one on each side). Its cross-gabled roof was formed by the intersection of the range's north-south gable with the central pavillion's east-west gable.

Multiple openings on both the east and west side of the structure allowed freight handling from both the railroad and the street. The west front was identical to the east, except the central pavillion did not project outwards and a long wooden loading dock allowed freight to be moved directly from railroad cars. The north and south ends originally contained large round-arched openings so that freight cars at one time could be pulled through the building.

The building had been extensively altered before its demolition in 1973. The northern end received an addition of corrugated metal. A railroad viaduct had been cut through the middle of the south wing extensively altering the roofline of the structure (see photographs). Windows had been rebuilt or boarded up and a floor had been built over the railroad tracks that ran through the building.

ADDENDUM
FOLLOWS...

Addendum to:

Providence & Worcester RR, Freight House

HAER No. RI-3

(Providence & Worcester RR, South Freight House)

(Providence & Worcester RR, Merchandice House)

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REDUCED COPIES OF MEASURED DRAWINGS

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